

EU-LISA: The BizAv Guide

David Mumford
21 January, 2026



The EU has officially started switching on its new border-control system, and the rollout is already affecting how flights are handled across Europe. Here's the quick version as of Jan 2026:

- **EES is live (sort of).** Launched in Oct 2025, with a staggered rollout across Europe – some airports are already using it, while others are still coming online.
- **Full switch by April 2026.** During the six-month transition, passports will still be stamped alongside digital checks, but once the rollout is complete across all 29 EES countries, manual stamping will end entirely.
- **All travellers included!** Everyone crossing an external Schengen border (no matter if they arrive by airline, private jet, yacht, car, or donkey) must comply with EES and ETIAS – but who is responsible for the checks depends on the type of operation. Commercial operators must register with EU-LISA and verify pax electronically before boarding, while border guards handle checks for private arrivals.
- **Private operators opting in.** Even though owner-operated private flights are exempt from EES and ETIAS requirements, many are registering with the system anyway so they can confirm pax docs and authorisations in advance – helping avoid surprises for their pax on arrival.

So here's a more detailed look at what's changing, when, and what actually matters for BizAv operators.

EES (live from Oct 2025)

Think of EES as the EU's new digital passport stamp. Operators flying to one of the 29 EES countries need to use the EU-LISA carrier interface to electronically verify whether passengers holding short-stay visas (single or double entry) have already used the number of entries authorised by that visa.

The 29 European countries doing EES:

 Austria	 Estonia	 Iceland	 Malta	 Slovakia
 Belgium	 Finland	 Italy	 Netherlands	 Slovenia
 Bulgaria	 France	 Latvia	 Norway	 Spain
 Croatia	 Germany	 Liechtenstein	 Poland	 Sweden
 Czech Republic	 Greece	 Lithuania	 Portugal	 Switzerland
 Denmark	 Hungary	 Luxembourg	 Romania	

This check must be done no earlier than 48 hours before the scheduled time of departure.

Remember, this only applies to passengers with **short-stay visas for one or two entries**. For everyone else (including visa-exempt passengers) border authorities will handle checks during the six-month transition period while EES is phased in across Europe (through 10 April 2026).

So for visa-exempt travellers (like US passengers), operators don't need to do anything yet under EES – your obligations for them begin later, once ETIAS is live.

Any **commercial operators** (Part 135 / charter / commercial bizjet operators) must be registered with EU-LISA to access the carrier interface. Operators were expected to complete registration and testing before the Oct 2025 go-live. Latecomers can still apply, but should expect delays before being fully approved to use the system.

If you're **flying an owner-operated private non-commercial flight**, you're off the hook – you're not considered a "carrier" and don't need to register or query anyone (but read more on this below!)

ETIAS (coming in late 2026)

If EES is about recording entries and exits, ETIAS is about screening pax before they arrive. It's the EU's version of the US ESTA – a quick online authorisation for visa-exempt travellers.

Operators flying to one of the 30 ETIAS countries (the 29 EES states plus Cyprus) will need to **verify before boarding that all visa-exempt pax hold a valid ETIAS travel authorisation**.

As with EES, the verification query can be made anytime from 48 hours before departure (that "no earlier than 48 hours" rule).

When ETIAS launches (expected in the last quarter of 2026), there'll be a six-month transition followed by a six-month grace period, so enforcement will ramp up gradually rather than overnight.

The ETIAS fee is €20 (up from €7) and is waived for travellers under 18 or over 70.

ETIAS obligations mostly apply to travellers, but **operators must verify that passengers who need an ETIAS actually hold one before boarding**.

Again, this rule **only applies to commercial operators**.

For more info on all the basic stuff of EES and ETIAS, check out the homepage here.

Are private flights definitely exempt?

Since 2024 we have asked EU-LISA this question many times, in different ways. Their position had always been the same. They told us that **EES and ETIAS apply to commercial flights, not private flights**.

They confirmed that:

- Private flights with non fee paying passengers are **out of scope** for EES and ETIAS.
- This remains the case **even if the pilots are paid** to operate the aircraft.
- Operators using privately owned aircraft for private purposes are **not considered “carriers”** and do not need to connect to the carrier interface.
- Company owned and operated aircraft flying to the EU for **private purposes** also fall under the private flight definition.

Based on this, the industry understanding was simple: **private flights did not need to do EES or ETIAS.**

However!!!

In Jan 2026, EU-LISA has now refined this position, with a new and much narrower distinction. They have told us the following:

Privately operated flights that are not open for public use, with a crew hired directly by the aircraft owner, do not need to comply with EES and ETIAS obligations, therefore, no need to register with eu-LISA and query the travellers in scope of EES and ETIAS.

Flights of private aircrafts managed by a professional operator (crew, maintenance, handling, etc.), or managed by a commercial charter operator, even if the flights are not open for public use, need to comply with EES and ETIAS obligations, therefore, the operator needs to register with eu-LISA and query the carrier interface.

Therefore, if you transport solely the owners of the plane and their guests, you will not need to register with eu-LISA.

In other words:

Owner-operated private flights with owner-hired crew = no EES / ETIAS.

Professionally managed or charter-operated private flights = EES / ETIAS required.

This explains why two aircraft that both look like “single owner private flights” can now fall on opposite sides of the rule, depending on how the aircraft and crew are managed.

Why some private flights are registering anyway

Several OPSGROUP members who do purely owner-operated private flights have told us that they have **registered for the system anyway**. The benefit of doing this is that you will be able to confirm prior to the flight that your pax have all the proper documentation they need – potentially avoiding any nasty surprises on arrival.

With the **EES system**, passports will no longer be stamped, so in the case of a limited visa that only allows a certain number of visits, operators will have no way of confirming that all the allowed visits have not been exhausted unless they check the system.

Also, similar story when ETIAS starts. Though there will be a website to confirm a passenger has an **approved ETIAS**, EU-LISA says there are a lot of reasons for an ETIAS to be revoked, so checking the system prior to the flight will help make sure the ETIAS is still valid.

More info for operators

For a step-by-step guide for operators that walks through the carrier interface, query logic, and common edge cases, download the **EES Air Carrier Guide from PNRGO** here.

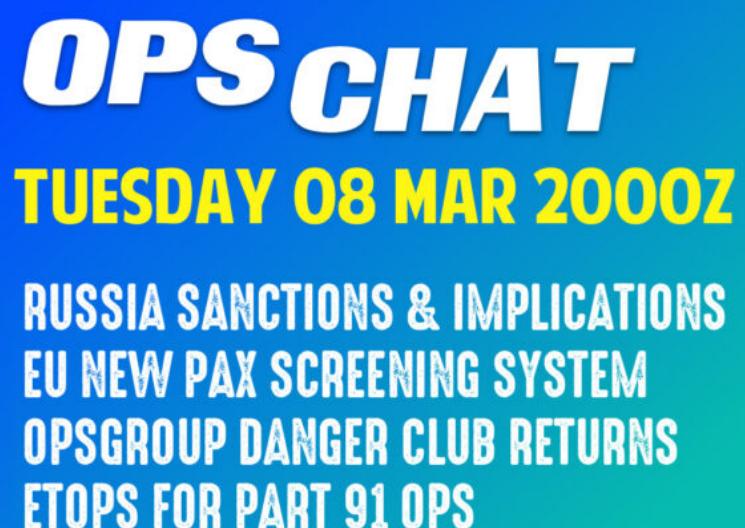
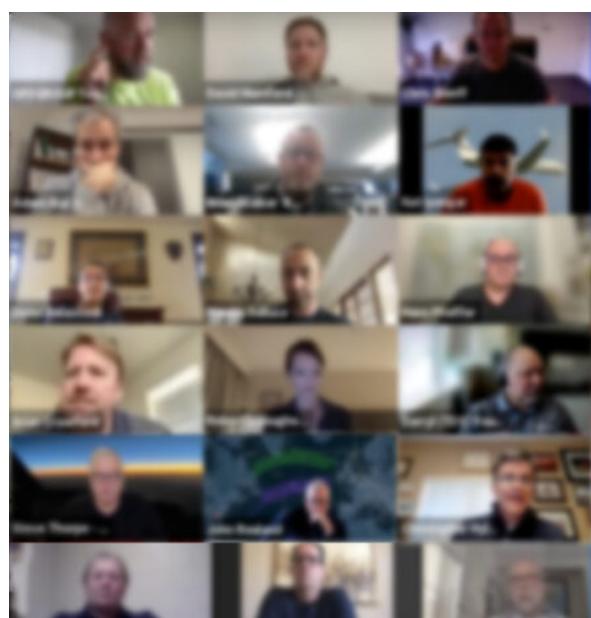
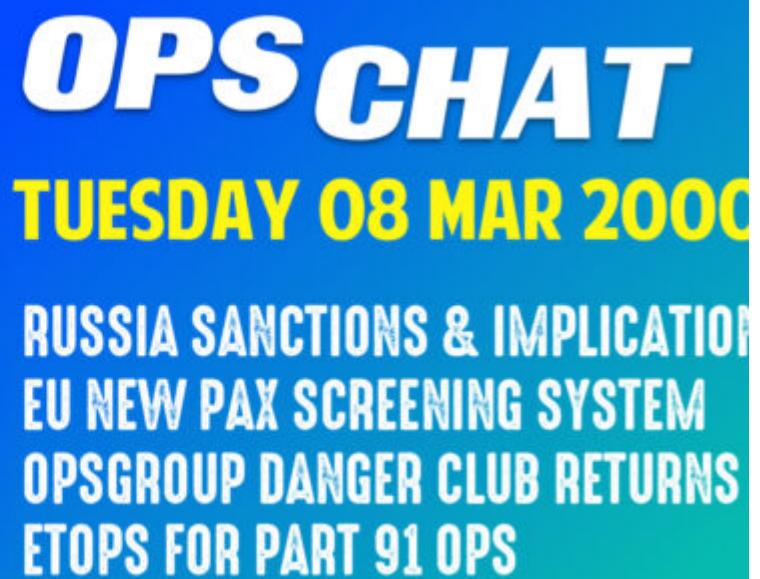
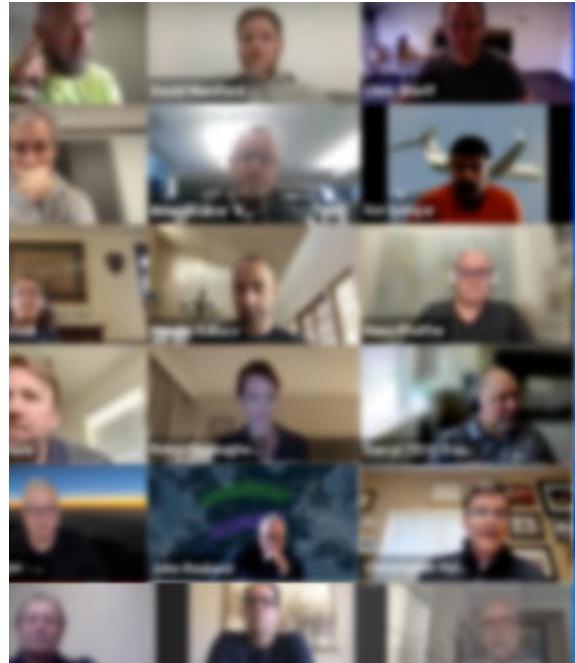
For more info, you can check the EU-LISA homepage for operators here.

For answers to pretty much all the questions we can think of, including how to actually use the system as an operator, check this FAQ document provided by EU-LISA.

OPSCHAT Summary 08 MAR

Chris Shieff

21 January, 2026



Hello members,

We had another busy OPSCHAT call this week!

The full replay is available in your Member's Dashboard.

Here is an outline of what we discussed.

- **Russian sanctions** - Western operators may be breaking the rules without realising it. They apply to aircraft owned, registered, benefitting or controlled by Russian interests. The rules remain open to interpretation – especially the terms 'benefit' and 'controlled.' We discussed this in detail, along with examples of operators who have found themselves on the wrong side of the rules.
- **Jet fuel shortage at Russian airports** - Reports that major operators have been cancelling flights to Moscow due to being unable to uplift fuel.
- **Leased aircraft** - There may be difficulty moving aircraft on lease by foreign lessors out of Russia.
- **EU-LISA** - From Sep 2022, carriers bringing passengers to most countries in Europe will need to be registered with the EU's new Entry/Exit System (EES) for passenger screening. We chatted about who or what 'Lisa' actually is, what an 'air carrier' actually means and what the requirements will be for both commercial and private flights. We've also written a new article with everything that we know about it.
- **OPSGROUP Danger Club** - It's back, starting with a presentation for the Teterboro User's Group (TUG) on March 16. Chris and Bec will be presenting the first one for the year. All are welcome to register and watch – visit teterborousersgroup.org for details. OPSGROUP specific sessions will resume on March 24, with all new scenarios.
- **ETOPS for Part 91 Ops** - It's not required by the US FAA regs, but are operators still applying limits on their ETPs for diversions? How about MELs that restrict aircraft from operating on 'extended range' routes? We took a brief look at this conundrum, along with EASA differences in Europe.
- **One engine, de-pressurised.** The question was asked, how do you know how long crew oxygen will last for? For remote diversions and no passengers on board (e.g. ferry flights), it is possible you may not want to immediately descend to FL100. We briefly discuss.
- **OPSGROUP assistance** - Offer from Team to assist where possible with any operational support, information, questions – as well as **#flightops** or **#questions** in the OPSGROUP Slack channels.

To watch the replay of the OPS CHAT in full, head over to the Dashboard.